

SPORT FINAL

Stock, Bond and Curb Tables Complete

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ST. LOUIS POST-DISPATCH

The Only Evening Newspaper in St. Louis With the Associated Press News Service

ST. LOUIS, SATURDAY EVENING, MAY 21, 1927—16 PAGES.

PRICE 2 CENTS

LINDBERGH LANDS SAFELY AT PARIS

Daring St. Louis Flyer Beats His Schedule Two and Half Hours

ALL ST. LOUIS CELEBRATES LINDBERGH'S SAFE ARRIVAL

Uproar When News Is Received of Flyer's Achievement Is Like World Series Jubilee.

WHISTLES BLOW, AUTO HORNS HONK

Bells of Christ Church Cathedral Ring as Only on Some Great Civic Occasion.

St. Louis began celebrating Capt. Lindbergh's feat as soon as the tidings of his arrival in Paris reached this city at 3:30 o'clock this afternoon.

Whistle-blowing and bell-ringing, followed by automobile honking and backfiring in the fashion of last October's celebration for the Cardinals' World Series victory, began downtown and on traffic thoroughfares as soon as the news was received. Home-going workers stopped on the streets to cheer the news and join in the celebration.

The bells of Christ Church Cathedral, which are rung on civic occasions of high importance, were among the first to sound the note of success for the St. Louis flyer, who was here last week on his hop, skip and jump from the Pacific Coast to the continent of Europe.

Whole City Awaited News. All day, the name of Lindbergh had been on the lips of St. Louisans at work and at leisure. The newspapers and all sources of possible information were besieged with telephone queries. Radio receiving sets commanded eager attention, and the announcements, some more and some less positive, which they made of the St. Louis flyer's progress, kept a mixture of news and rumor afloat at every garage and drugstore.

Optimism was the rule, even before any news had come from the air adventurer.

"He'll make it," was the prediction of almost everyone. If there were pessimistic ones, they indulged only in silent head-shaking. Any St. Louisian who would have ventured to make a bet, as apparently some persons in Eastern cities did, against the flyer's success, would have won instant unpopularity.

Street car and bus conductors carried the reports of the radio from one stopping place to another, and women held dripping cakes or kitchen floors while they swapped rumors and surmises with housewives.

Baschall Fans Cheer. The largest assemblage of St. Louisans to receive the news was that at Sportsman's Park, where the Browns were playing the Boston Red Sox. Interest in the game was eclipsed as the fans rose in boxes and bleachers to cheer the name of "Slim."

Official Celebration at 6. Official celebration by the Missouri National Guard Air Corps of Capt. Lindbergh's triumph will start at 6 o'clock this evening with a parade through the downtown section and the West End.

Members of the Air Service will meet at Battery A Armory and with an Army truck will start the parade, which, it is expected, will be followed by thousands in automobiles. There will be tin pans and bells on the truck and on the automobiles following.

PRESIDENT CABLES LINDBERGH, "PEOPLE REJOICE WITH ME"

WASHINGTON, May 21.—By the Associated Press. A congratulatory cablegram to be delivered to Charles A. Lindbergh in Paris, told the Trans-Atlantic flyer that "the American people rejoice with me at the brilliant termination of your heroic flight."

The message of the President, sent to the American Embassy, Paris, for transmission to Lindbergh immediately on his arrival follows: "The American people rejoice with me at the brilliant termination of your heroic flight. The first non-stop flight of a lone aviator across the Atlantic crowns the record of American aviation and in bringing the greetings of the American people to France, you likewise carry the assurance of our admiration of those intrepid Frenchmen, Nungesser and Goll, whose bold spirits first ventured on your exploit and likewise a message of our continued anxiety concerning their fate."

SHOWERS PROBABLE TONIGHT AND SUNDAY, CONTINUED WARM

THE TEMPERATURES.
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5 a. m. 68 1 p. m. 81
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FLYER TURNED OUT TO SEA FROM NEWFOUNDLAND WITH GALE AT BACK

COVERED FIRST 1100 MILES IN 11 HOURS 23 MIN.

Flyer, Using 800 Pounds of Fuel on Each 1000 Miles, Gains Speed as He Goes.

FACING DAWN, HE SHORTENED NIGHT

Machine Is Equipped With Device to Make Water From Moisture of the Breath.

By the Associated Press.
NEW YORK, May 21.—Eighteen hours had passed at 1:15 p. m. Eastern daylight time, since Charles Lindbergh flew off the coast of Newfoundland headed for Ireland and Paris. He was flying somewhat north of the steamship lanes and riding high. There was little expectancy that he would be seen until he approached the Irish coast toward the middle of the day.

Turns Away From Coast.
Lindbergh quit the coast of Newfoundland at 7:15 o'clock (Eastern daylight time) last night, after flying about 1100 miles, and entered the most hazardous stretch of his 3500-mile journey from New York to Paris. Each hour served to decrease his hazard. As his fuel decreased, his speed could increase. The wind favored him. Word from Newfoundland was that a gale was at his back.

Lack of sleep was considered by aviation authorities as the young flyer's greatest danger. Lindbergh expressed this fear to Capt. Arthur J. Caperton of the Curtiss Airplane Co. just before he hopped off at 7:52 o'clock (Eastern daylight time) from Roosevelt Field, Long Island, yesterday morning.

100 Miles an Hour.
Lindbergh covered the first 1100 miles of his journey, from New York to Newfoundland, in 11 hours and 23 minutes. He held close to his schedule. Flying along the North Atlantic coast, he passed Greenwich, R. I., at 9:05 a. m.; Halifax, Mass., at 9:40 a. m.; Metcalf, N. S., at 12:25 p. m.; Springfield, N. S., at 1:05 p. m.; Milford, N. S., at 1:50 p. m.; Mulgrave, N. S., at 2:30 p. m.; and St. John's, N. F., at 7:15 p. m.

In his first 12 hours in the air he spanned his first two water jumps, each of about 200 miles, the first between Scituate, Mass., and the Nova Scotia coast, and the second between Cape Breton Island and Newfoundland.

Rapid Reduction of Load.
The flyer lost 810 of his original load of 1500 pounds, with the passage of each 1000 miles.

A compass is Lindbergh's sole guide across the ocean. Aided by a strong breeze and driving his plane fast into the face of the sun, Lindbergh was in position to cut a six-hour night to four hours. In the latitude through which he passed darkness does not settle until after 9 o'clock and dawn comes again early in the morning.

Night flying does not worry the young aviator, however. He has flown the night mail summer and winter, and even stepped out of a disabled plane in a parachute in the darkness.

Five Sandwiches, No Coffee.
Lindbergh took five sandwiches with him. B. F. Mahoney, the 26-year-old president of the Ryan airplane, builders of his plane, today told of the flyer's food supply.

"He is carrying two ham sandwiches, two roast beef sandwiches, and one hard-boiled egg sandwich. I had to press the last one on him. He said four would be enough."

"He carried two canteens of water, about four quarts in all, but no coffee or liquor. I had a thermos bottle filled with coffee, but he refused to take it. He never drinks or smokes."

As reserve rations he took small cakes of highly concentrated food sufficient for one week. This plane has a device for making water out of the moisture of one's breath.

"We were anxious for him to take more food and we tried to talk him into it before he took off," said Mahoney, "but he laughed and said what he had would last a month. He carried no life preservers and no parachute, and so far as I know he carried no special insurance. He carried two flares which could be used as a signal for aid in the event of a forced landing."

ST. LOUIS POST-DISPATCH

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Final Stage of New York to Paris Air Route



From Valencia to Paris is about 650 miles airline, and about six hours flying time.

LOG OF FIRST 30 HOURS OF LINDBERGH'S FLIGHT FROM NEW YORK TO PARIS

THE log of the progress of Capt. Charles A. Lindbergh during the first 12 hours of his flight to Paris, recorded in daylight saving time, follows:
5:21 p. m.—(Eastern Daylight time)—Lands safely at Le Bourget Field, Paris.
5:30 p. m.—(Eastern Daylight time)—Reported over Cherbourg, France.
5:50 p. m.—(Greenwich time)—London Press Association dispatch says Lindbergh was said to have been sighted 100 miles off Ireland.
6:21 p. m.—Cork, Ireland, says Civic Guard reports Lindbergh plane passing over Swerwick Harbor, Ireland.
6:26 p. m.—Valencia, Ireland, Government wireless says Collier Nogi sights airplane near Dingle.
6:40 p. m.—Belfast, Ireland, reports Lindbergh over Dingle Bay, Ireland.
10:00 a. m.—(Eastern daylight)—Radio Corporation says its Paris office reports plane over Valencia.
10:00 a. m.—Halifax received a wireless dispatch stating that Lindbergh was reported to have passed over Valencia.
10:51 a. m.—Cape Race, N. F., has wireless from Dutch ship with report that Lindbergh was 500 miles off Irish Coast.
11:00 a. m.—Lindbergh's gray plane distinctly seen as it passes over St. John's, Newfoundland.
4 p. m.—Passed over Mainland, easternmost tip of Nova Scotia, heading toward Newfoundland, 200 miles away.
2:05 p. m.—Passed over Mulgrave, N. S., on the Strait of Canso, which separates Nova Scotia from Cape Breton Island.
1:50 p. m.—Over Milford, Hants County, 30 miles north of Halifax, N. S.
1:05 p. m.—Over Springfield, Annapolis County.
12:25 p. m.—First observed over Nova Scotia, at Cape St. Mary, 10 miles from Metcalf, Digby County.
9:40 a. m.—Flying low and slowly, the figures NX-211 could be read from the ground at Halifax, Mass.
9:15 a. m.—Police station clerk in West Middleboro, Mass., sees plane pass and reads some of the letters on its side.
9:05 a. m.—Residents of East Greenwich, R. I., observe plane flying northeast and "wailing" as if heavily loaded.
7:51 a. m.—Lindbergh off from Roosevelt Field, L. I., vanishing a minute later over Westbury bound for Paris, 3500 miles away.

NEW TOKIO POLICE STATION

"PURIFIED" TO KEEP OUT GRAFT

Shinto Priests Perform Impressive Dedication Before Work Begins on Building.

By the Associated Press.
TOKIO, May 21.—Police stations in Japan are purified in advance with impressive ceremonies. Shinto priests are in charge and their exhortations are supposed to ward off all unpropitious devils.

The site of the new metropolitan police headquarters building in Tokyo was purified recently in the presence of the high priests and the most important government officials of the capital. The building will cost \$6,000,000 yen.

The final and most solemn rites of dedication were performed by the chief priest of the Hise Shrine and M. Ota, chief of the Tokyo police.

Because of the ministrations of the priests, the Japanese believe that graft and political influence will never be permitted to invade the sacred precincts of the new buildings.

Lindbergh Depended Wholly on Compass to Guide His Flight

IN his air "jump" to Paris, Capt. Lindbergh is depending on his compass wholly upon his compass. The sextant, used by mariners to supplement and correct compass directions, is not included in his equipment.

Fellow-flyers say that, on land, Lindbergh has shown the instinct of a homing pigeon for direction. On his night flight from San Diego to St. Louis, using a magnetic compass and his own sense of direction, he varied not more than 25 miles from his course.

For his trans-oceanic flight, he is using the electrical inductor compass, of the army air service design, similar to the instrument used by the United States Army flyers in their round-the-world air journey of 1924.

This type, known as the distant-range compass, has its important metallic parts located in the tail of the plane, to prevent the error of the magnetic needle to the steel of the engine tanks and pumps.

In the tail of the plane is a series of coils rotating at high speed. These coils can be set in relation to the earth's magnetic force, for flight in any given direction.

FLYER IS 'NERVE PERSONIFIED'

"He Always Had Some Wild Idea But Said His

He"

LINCOLN, Neb., May 21.—While Charles Lindbergh was en route to Paris last night his friends here, where he learned the flying "one-lunger" and approached Ray Page, the manager.

"I want to learn to fly," he announced. "I'll cost you \$250." Page replied, eyeing the prospective student skeptically.

"Well, there's the cash, book me up," he told Page.

As a student Lindbergh was taciturn and not inclined to make friends, but airplanes were his mental menu. Early in his course, Page saw the devil-may-care nature of Lindbergh. "He always had some wild idea," Page said, "but he was not flying fool."

He used his head every minute he was in the air.

"Lindbergh is just the kind of a flyer we've waited for a long time," said Page. "He is nerve personified. I don't know—he's taking a big chance, but if anybody can make it and if his plane is what he thinks it is, then Lindbergh will land in Paris."

DONOR OF \$25,000 PRIZE IN PARIS TO MEET LINDBERGH

Raymond Orteig Expresses Hope of Flying Flyer With French Goal Successfully.

PAU, France, May 21.—Raymond Orteig, donor of the \$25,000 prize for which Captain Lindbergh is trying, left today for Paris, declaring he was going there in hope of being on hand to welcome the daring flyer. He expressed the fervent wish that the flight would be successful.

"You know how glad I would have been, as a Frenchman myself, if Nungesser and Goll had succeeded in reaching New York from Paris," he said.

An amended petition for separate maintenance, on the grounds of desertion and nonsupport, was filed yesterday by Mrs. Isabelle Bland, Paris, 13 rue de Valenciennes, against Charles P. Bland, Florida real estate operator. The original petition was dismissed by Judge Rutledge in Court of Domestic Relations.

ALL EUROPE KEEN FOR NEWS OF LINDBERGH

By the Associated Press.
LONDON, May 21.—Capt. Lindbergh's flight is exciting keenest interest not only in France and England, but throughout the European continent. Inquiries for news were coming in today from various interior points, notably Berlin.

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THROUGHS IN PARIS WAITED TO PAY FLYER TRIBUTE

Conservative Prediction Says Lindbergh Will Get Greatest Reception Ever Accorded to Any Man.

By ARNO DOSCH-FLEUROT, A Staff Correspondent of the Post-Dispatch and New York World.

Copyright, 1927, by The Post-Dispatch and New York World.

PARIS, May 21.—Paris has gone wild over Capt. Charles A. Lindbergh. Crowds stand before the bulletin boards waiting for news. The warmest welcome ever accorded to a hero of the air awaits Lindbergh in France.

Le Bourget flying field was thronged by many thousands of persons awaiting "Le Fou Volante," "The Flying Fool." His "stupendous nerve," as Pelletier D'Oisy, recognized as the world's greatest aviator, called it, has seized the French imagination. Like France's own aviators, who are better known for daring than for cautious preparations, the sheer boldness of the youthful pilot of "The Spirit of St. Louis" has carried the public to the height of enthusiasm.

It is conservative to say that Lindbergh will get a reception such as no living man has ever had if he reaches France. The newspapers this morning were filled with columns about him, cabled from New York. No event in recent years has brought such long news dispatches from New York, and the minutest detail of the take-off was noted.

French Imagination Captured.
Especially enthusiastic was Sadi Lecointe in saying this morning, "I cannot express in words my excitement. I wish with all my heart to see the American aviator succeed in the terrible crossing. How terrible it is we all realize in the loss of Nungesser and Goll. The vision of the lone American boy attempting what France's favorites, Nungesser and Goll, failed to do, has captured the imagination of the French. The whole country is roused to the top pitch of excitement. Lindbergh's care-free personality, his nonchalant take-off, have appealed strongly to Parisians."

Translated into French, the epithet "flying fool" has become a title of glory. Even the name of the plane, Spirit of St. Louis, strikes a cord that vibrates in every French heart at this time.

The main aim of the French to Paris will be to witness the flight of the American aviator, who is expected to follow the line of coast lighthouses up to the coast and then to strike the French shores.

The Bourget, itself, will be illuminated brilliantly. Scout planes will be on the lookout for Lindbergh and will serve as guides to the flyer.

The Ministry of Marine has ordered destroyers to patrol the coast, and naval planes will fly out to sea in the hope of meeting Lindbergh before he reaches French shores.

Troops to Handle Throngs.
Most of the leading figures in aeronautics and representatives of the Government will be on hand to greet the flyer. Troops have been instructed to be prepared to handle the crowds of spectators who will watch for Lindbergh through the night.

"Such a man," aims up Le Matin, "deserves to succeed," and typical of them all is the comment of L'Illustration:

"If fate has been cruel to Nungesser and Goll, the greatest homage we can render them is to transfer to those who carry on, American or French, the respectful, passionate attention and interest that we have shown them."

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In the immense crowd that is expected here are thousands of Americans, including Ambassador Myron T. Herrick and all the French aviators. There is great rivalry among the American residents to be host to Capt. Lindbergh, but priority has been granted Herrick and to Clifford B. Harmon, president of the International League of Aviators, who he was flying balloons in St. Louis about the time Lindbergh was born.

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The aéro club expresses the chances for arriving, but the same reason for believing in his greatest danger, air navigators agree, will be his difficulty to steer correctly, as the compass is affected by the metal in the plane and by height. All agree that Lindbergh's biggest chance lies in his magnificent nerve.

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LINDBERGH GOT BEARINGS BEFORE TURNING TO SEA

Cable Staff at St. John's, N. F., Saw Plane Go Up Harbor, Then Turn and Disappear.

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LINDBERGH'S USUAL LUCK SEEMS WITH HIM ON FLIGHT

He Avoided Disaster When He Started, and Fog Lifted as He Nearing Newfoundland.

By the Associated Press.

NEW YORK, May 21.—"Lucky," Lindbergh's proverbial luck apparently is riding with him to Paris.

It first showed itself when his plane, weighted to 1550 pounds, almost met disaster in taking off from the mile-long runway at Roosevelt field. But his luck held and the plane arose.

Then as he headed toward the Newfoundland shores the dense reports of fog. But as Lindbergh neared the region, the fog lifted, and just as an added measure of luck a strong breeze arose behind him as he turned towards the Irish coast.

Although he never went in for athletics while in school, he kept himself in perfect physical trim. "He'd rather sleep on the floor than in a bed," one associate said. "He is no talker and likes to do something daring and let the act speak for itself. He usually picks out something startling, which no one else will attempt, make sure that he can do it and then do it."

PROMOTERS OF LINDBERGH'S FLIGHT ARE INCOR

ST. LOUIS POST-DISPATCH

Founded by JOSEPH PULTZER
December 12, 1878
Published by
The Pultzer Publishing Company
Twelfth Boulevard and Olive Street

THE POST-DISPATCH PLATFORM

I know that my retirement will make no difference in its cardinal principles, that it will always fight for progress or reform, never tolerate injustice or corruption, always fight for the rights of all parties, never belong to any party, always oppose privileged classes and public plunderers, never lack sympathy with the poor, always remain devoted to the public welfare, never be satisfied with merely printing news; always be drastically independent; never be afraid to attack wrong, whether by predatory plutocracy or predatory poverty.

JOSEPH PULTZER.
April 10, 1907.

LETTERS FROM THE PEOPLE

Delmar-Wabash Crossing.
To the Editor of the Post-Dispatch.

SINCE the meeting between the city officials and the Committee of the Delmar-Sinker Association and the property owners interested in advancing the date of commencement of the Wabash Railroad crossing at Delmar boulevard by starting the lower part of the structure now, has turned out to be a fiasco, it may be well to look into the facts of the matter as they affect the people of St. Louis and the business men on Delmar boulevard.

If the work were started at once, leaving the actual height of the bridge to be settled by the court and calling for an 18-foot clearance and an alternate bid by the contractor for two or four feet additional in height according to the final judgment of the courts, it would be possible to erect the new railroad station also which, according to the plans, connects with the present rail elevation and give the public the use of it now instead of compelling them to put up with the present unsatisfactory condition. In order to do this it would be necessary only to reroute Delmar boulevard, north of the station there in place of south of it as it is now. This would also eliminate that ugly crooked bridge used now as a roadway and leave the entire ground necessary for the new structure free for building operations.

Not all suggestions made to the city officials should be discarded without proper investigation, for is it not true that if an accident should happen at this crossing we all would be morally responsible.

HENRI RUST.

Hospital Day at the Barracks.
To the Editor of the Post-Dispatch.

SPEAKING for all of the patients of United States Veterans' Hospital No. 92, Jefferson Barracks, Mo., we thank all of those dear friends who not only accepted our hospitality on Hospital day, May 12, which was in commemoration of Florence Nightingale, but also those who so ably helped to make this day a success. We appreciate the many kind favors shown us and shall never forget that day. We are especially grateful to the United Spanish-American War Veterans, World War Veterans, the various auxiliaries, the Red Cross and the Knights of Columbus.

PATIENTS OF U. S. VETERANS' HOSPITAL, NO. 92,
Jefferson Barracks, Mo.

Inequality Before the Law.
To the Editor of the Post-Dispatch.

COMMENTING on the article in the People's column of May 18, entitled, "The Youthful Criminal," and signed, Justice, the sentiment expressed here is very much in accord with my own views concerning the punishment for such a coldblooded murder. I do think, though, that one single case of this kind, and taken into consideration for the purpose of expressing one's views on the subject of criminal justice, is too narrow. Of course, it seems deplorable that any one would express such unreasonable sympathy for a coldblooded murderer, but there are other cases to be considered that might have been bearing on the same subject. Not long ago we had the case of a coldblooded murder in which the murderer got by with a fine of \$500 and a few thousand more going about under odd circumstances. It may seem fair to some, as a poor fellow in a cheap hotel does not amount to much in comparison with the resources of the murderer, but how can we compare this with a relatively recent case and where the victim is murdered while serving a rich corporation and the poor defenseless murderer gets the death penalty? Where is the justice in this?

F. P. S.

An Income Tax Suggestion.
To the Editor of the Post-Dispatch.

THE Treasury Department announces that the total income of the people of the United States for 1926 was in excess of \$75,000,000,000.

Here is the basis for an interesting suggestion concerning the income tax. It is to levy a percentage upon gross income, instead of net. Suppose, for instance, that a flat rate was levied, from 1 to 4 or 5 per cent, according to the size of the gross income. It would be a simple matter for the Treasury Department, with the statistics it has, to arrange groups of incomes, and rates, which would provide the money the Government needs from this source.

The chief advantage of the plan to tax gross incomes would be the abolition of the perplexing schedules now provided, the ending of disputes over interpretations of law admittedly confusing, the reduction of the immense staffs now employed to handle the present complicated returns, the wiping out of opportunities for frauds and evasions, and equality of all taxpayers in the same class. No highly trained experts would be required to fill out an income tax return. No one would pay any more than he does now, and probably his bill would be less.

The point might be raised that a corporation might have a gross income of magnitude and yet no actual profit. That makes no difference as to its other taxes—real estate, sales tax, etc.—and the gross income tax should be regarded as a fixed charge, like insurance, for instance.

COMING TO THEIR SENSES.

A remarkable change of sentiment was evident in the Board of Aldermen yesterday when an attempt was made to repeal the annual tax ordinance. This ordinance, which omitted the special taxes voted by the people for the support of the Zoo, Library and Art Museum, was railroaded through the board on April 29 at the behest of Comptroller Nolte and Mayor Miller. There were only four dissenting votes. Yesterday 13 Aldermen voted for the repeal, which was lost by the scant margin of two votes, though not even its friends had given it a Chinaman's chance of passing. The most prominent advocate of repeal was President Neun, who not only voted for the tax bill but made a defense of it, using the same arguments as Comptroller Nolte advanced. President Neun now admits very frankly that he was wrong, and told the board yesterday he thought it had made a mistake.

Reason and public opinion, therefore, have reached the Board of Aldermen in such a way as to create a turnover of nine votes. The near-success of the repeal is a stinging rebuke to the city administration. Yesterday's vote is an indication of what would have happened to the deal if the public, whose intimate business it was, had been let in on it before it was sprung.

The administration, like President Neun, will discover before it is through that it has made a mistake in this high-handed cancellation of the people's provision for the three institutions.

THE CASH OR THE CREDIT.

"I should not like to say," remarked President Nicholas Murray Butler of Columbia University in a recent speech, "how many millions I have refused because of objectionable conditions."

The chairman of the board of William Jewell College is not acquainted with such scruples. His philosophy bids him "Come, take the cash and let the credit go."

ST. LOUIS AND DETROIT.

Though St. Louis is accustomed to getting its share of hard knocks, it is not used to being thrashed twice by the same city. But that is what has happened in its two encounters with Detroit. The first contest was over relative size. All St. Louisans will remember the anguish they felt when the 1920 census disclosed that Detroit had outgrown their city. They had rather expected Cleveland to do so, but Detroit was different. They had always regarded that place as just a fair-sized town. Back in 1900, in fact, they had considered it a sort of overgrown village, with less than half the population of St. Louis.

But here it was, without warning, with some 220,000 more inhabitants than our own city, and all we could do was make the best of the calamity. This we did by taking refuge in the claim that we were superior to the city of Antoine de la Mothe Cadillac and Henry Ford in the subtler features of civilization. Detroit was merely big, while we were actually civilized. It had only fliters, while we had culture.

At the time, we really had a right to feel superior. We had the first symphony orchestra in the country, which we supported handsomely. We had set a splendid example to the other cities of America by voting special taxes for our Library, our Zoo, and our Art Museum. So we were not impostors when we bragged that we respected the qualitative standard, while Detroit was devoted to the quantitative.

Alas, even this means of consolation has now been taken from us! While we have been flitting it increasingly difficult to get enough money to keep our Symphony running, and have been turning our Library, our Zoo and our Art Museum over to City Hall politicians, Detroit has gone in for culture on a grand scale. It has established a city-owned institute of arts which it plans to make one of the world's greatest galleries, has housed it in a building costing \$4,000,000, and has voted it a yearly appropriation of not less than \$150,000 with which to purchase art works, while affiliated organizations have pledged themselves to double this and more.

Thus we have lost our second battle with the city we have regarded as an upstart. But we are not alone. We are, in fact, rather glad. Perhaps, if Detroit keeps on aggravating our inferiority complex, we shall arouse ourselves to do something about it.

What with Hicks, Munroe and J. K. Newman, St. Louis is deluged with Tom Lawtonism.

AN ASSAULT ON AIRCRAFT.

At a time when all the other features of our industrial and scientific civilization are being questioned, the airplane, to be sure, was eventually certain to get its portion of attack. This has been inaugurated in the form of a volume entitled "The Great Delusion," by an Englishman who employs the nom de plume "Neon." His theme is that the great delusion of our day is the belief that aircraft are now or are likely to be of considerable military or commercial utility.

In the Baltimore Evening Sun, Maj. William D. Tipton, commander of the Air Unit of the Maryland National Guard, disposes of Neon's attack by pointing, on the one hand, to the author's use of biased testimony, misinformation and sophistry, and, on the other, to the solid achievements of aviation, which the prejudiced Englishman completely disregards. To those who see Maj. Tipton's article, indeed, Neon will seem to have taken a very disastrous nose dive into ridiculousness.

But, unfortunately, of the many who will hear of Neon's indictment of the airplane, only a few will hear of Maj. Tipton's excellent service as attorney for the defense. Unless other defenders arise, Neon's book is apt to go a considerable way toward confirming the suspicion of a large public that aviation remains, after many years of experimentation, a decidedly undeveloped science.

In order to dispel this suspicion, the friends of aviation must prove that it is founded on a fallacy—namely, the notion that the failure of such stunt flights as that of Nungesser and Coli indicate that the airplane is a thoroughly unreliable and impractical device. They, of course, indicate nothing of the kind. To anyone aware of the foolhardiness of such ventures, their failure no more reflects unfavorably upon the science of aviation than the loss of a liner, whose captain deliberately sent her through a district infested with icebergs, would reflect unfavorably upon the science of navigation.

De La Huerta should realize that exporting arms is an exclusive American concession.

HOLES IN THE STREETS.

In the last year more than 12,000 permits were taken out by plumbers and the public utilities to excavate the St. Louis streets. One of these excavations, for a gas line on South Broadway, is more than two miles long.

Heretofore, wherever the pavement was cut the injury was permanent. No such cut was entirely repaired, a problem with which every city is wrestling. An innovation has been attempted in St. Louis, where refills are tamped down by air compressors. It has been found that this is an improvement upon tamping by hand. It packs the earth tighter, and the fill does not subsequently settle below the pavement. Both gas and electric utilities, as well as the municipal water department, are substituting this method. The difficulty is to get plumbers to do it. The city is therefore contemplating an ordinance requiring that all fills be mechanically tamped by the municipality for a covering charge.

Obviously, this would be an economy. It is one that any observing taxpayer will appreciate. How well do we all know that no pavement, however fine, is ever itself again after a few cuts have been made in it! If that problem has really been solved, we ought not merely to avail ourselves fully of the solution, but should pass it on to other cities.

SINCLAIR AND NOWHERE TO PUT HIM.

Just as we thought, Harry Sinclair has received a jail sentence—and there is nowhere to put him. He cannot be thrust into the miserable little jail of the District of Columbia for three months. That would be persecution. Harry is a very elegant and fastidious person. He is no jailbird. True, he is in contempt of the Senate, but he is Harry Sinclair, one of our old barons. He is accustomed to traveling in a special car, and when he claps his hands a half-dozen men always turn somersaults. He says he will not go to jail, having in mind of course the ordinary barren little calaboose in which "a decent, high-minded citizen," which he says he is, would not be seen.

So there is but one thing to do. The case has to be appealed. It must first go to the appeal court in the District, and then to the United States Supreme Court. All together, it will be two years before Harry has exhausted his resorts. This will give us time. If we are a genteel people and have been properly brought up, to build a fine cage for this bird of plumage. It ought to be somewhere on that primrose path of dalliance which led Harry to the conviction that he could set himself above the law. If we will make it what it ought to be, maybe other men of Harry's sort, who share his repugnance for what is ugly and cheap, such as a little iron bed with no mattress on it, will come in and acknowledge the country's authority.

What we must do, and quickly, is to build the most luxurious of jails. We need a house of superlative elegance, a very jewel of a jug.

VENGEANCE UPON THE HEIRS.

An Associated Press dispatch from Pittsburg informs us that Federal District Judge Schoonmaker has ordered forfeited to the United States Government a two-story building and three and one-half acres of real estate, valued at \$75,000, because the private owner was aware that a tenant was operating an illicit still on the property.

The most depraved and despicable of characters may use his property as a human slaughter house, and upon being apprehended, he is punished for his murders; he may lend his land and buildings to another knowingly as a place for murder or rape, and, being apprehended, he may be prosecuted as an accessory. But no one ever dreamed that the "property" put to the vilest use could be forfeited to the State.

There was a time of tyranny in England when the subject was pursued by bills of attainder and bills of pains and penalties when he offended his rulers, and they saw to it, as our rulers in Washington are now doing, that vengeance is visited even upon the heirs of the victim.

We had thought that in the formation of our Government it was the design of the Constitution, in its spirit and letter, forever to restrain our functionaries from thus harassing the citizen, but such is the insatiable character of governmental power, apparently, that no device, not even written limitations, can hold it in check.

Such action as this Federal Court has taken is not only illogical in a comparative view of the offense, but it is a barbarous anachronism.

ELECTRIC CATS.

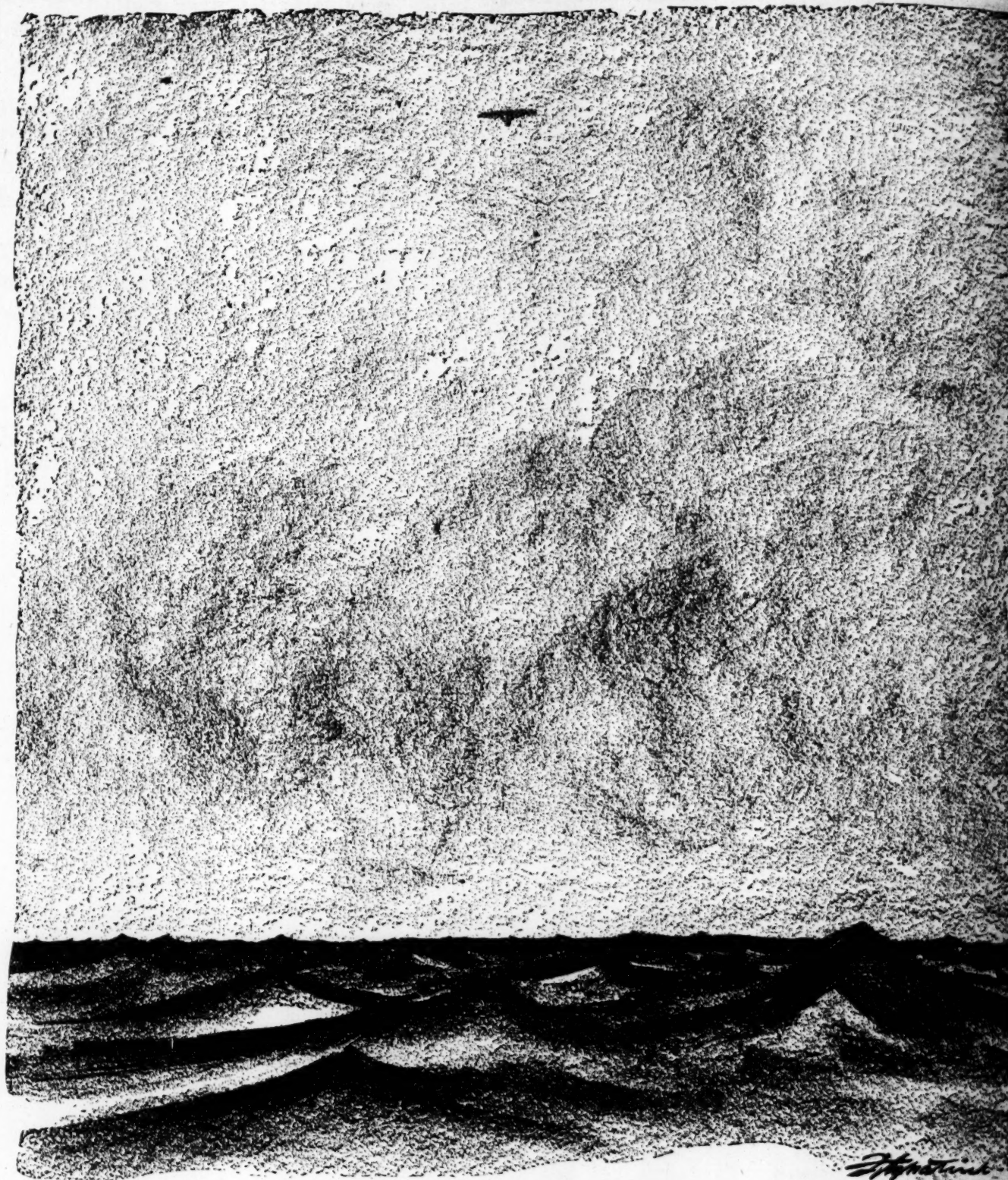
Comparisons of dog and horse racing usually are in disparagement of the dogs because they are riderless and whimsical. The favorite may run for a while and then quit. The horse is urged on with spur and whip, but the dog comes to the finishing line, if it does so at all, by its own volition.

In our opinion, the fault is in the electric rabbit. Surprisingly successful as this deception is, it still is only a rabbit. It is well known that dogs chase rabbits more or less desultorily. Indeed, nothing excites the diffidence of the average dog after a rabbit. Few dogs ever caught one, and this affects the efforts of dogs. If it did not there would be no such thing as dog psychology. This is the reason why dog racing is less than horse racing. The speed of the two species is about the same. Beautiful as a running horse is, it is not more so than a running dog. As between a thoroughbred stretched out and a greyhound with all sail spread there is little if anything to choose as a spectacle. Dog racing would therefore stand up with horse racing if the dog could always be depended upon to keep after the electric rabbit. That it cannot be depended upon to do so is the fault of the rabbit.

Now cats! That is our suggestion. If electric cats would not put dog racing ahead of horse racing we would be very much surprised. Anybody knows that a dog chases a cat twice as hard as it chases a rabbit. Desultoriness gives way to determination. The whimsical is decidedly replaced by whoops. Nobody ever saw a dog chase a cat half way to a tree. That is not the luck of cats. It is their lot to be hotly pursued up to the last desperate leap. A dog treating a cat is the antithesis of the half-hearted.

To make dog racing all that horse racing is the promoters have only to substitute electric cats for rabbits and put up at the end of the course an imitation tree into which the cat takes a flying leap at the end. That will bring every flagging dog to life, and every finish will be a thriller.

Definition: A bitter-ender is one who eats all of a spring onion.



"HE TRAVELS FASTEST WHO TRAVELS ALONE."

The MIRROR of PUBLIC OPINION

MR. COOLIDGE PUTS OFF CALLING CONGRESS.

From the New York World.

WHEN March 4 arrived Mr. Coolidge was obviously glad that he was no longer to have Congress on his hands. The administration was left in an embarrassing position through the failure to pass the urgent deficiency bill carrying \$93,000,000, but there were decided compensations. During the short session the sixty-ninth Congress had been a trouble-maker; it had shown its independence of Mr. Coolidge in a number of matters, from naval to farm relief. It was an immense satisfaction to be rid of it. Somehow the departments which would be short of funds until July 1, when the new annual appropriations would become available, could scrape along for a few months.

So, whatever devices the administration might have to fall back on in the meantime, Mr. Coolidge made up his mind that in no circumstances would he call the seventh Congress in special session. He had the better reason for that decision because the new Congress promised to be less tractable than the old. Once it convened, it might run on all summer. The Republicans would be weaker in the House, the Senate would be perilously close. At the outset the Smith and Vane cases would inevitably be taken up, and both were unsavory messes. Farm relief again, tariff revision probably, would be fought over at length. None of these things was to Mr. Coolidge's liking. So he put his foot down—no Congress until December.

But Mr. Coolidge in March could not foresee the Mississippi flood and the appalling devastation wrought in half a dozen States bordering the great river. A new occasion has arisen for calling an extra session of Congress. There is no time for delay in taking adequate measures for the relief and rehabilitation of hundreds of thousands of flood victims. The emergency grows graver day by day. Mr. Coolidge so far miscalculated the requirements of the situation that he first called for only \$5,000,000 for the Red Cross. A second appeal was for \$10,000,000, and now it is nearly enough for immediate needs only. The one prospect of comprehensive relief plans and a prompt start in setting the flood sufferers again on their feet lies in action by Congress. Can Mr. Coolidge's reasons, good as they may seem to him, for not wanting Congress in session before December weigh against the urgency of the desperate situation in the flood area?

WHO IS THIS MR. WOOLLEN?

From the Worcester Telegram.

IT is matter of history that when the news of the nomination of 1852 was received devoted Democrats sailing the Mississippi threw up their hats with wild cheers for Franklin Pierce, but likewise inquired, "Who in — is he?" A similar inquiry might be directed to Hon. Thomas Taggart concerning his personally produced candidate, Mr. Evans Woollen. Who is this Mr. Woollen? He sounds like a textile. He is also on the authority of Who's Who and other standard works, a banker, a Presbyterian, a Pal Upellon, a mammal, a Democrat and an immortal spirit. He appears now as a dark horse. But who is he? Biographical data concerning Mr. Woollen is scanty. Some things about him

look sinister. He began as a lawyer, but soon became involved in being counsel for a railroad and other corporations. Then he turned banker. So far as we can learn, his political background consists almost exclusively of having run for the Senate in 1926, whereby he acquired defeat at the hands of Senator Robinson. When he first began looming upon Mr. Taggart's always well filled horizon we don't know.

A MISSOURI ROAD PLAN.

From the Kansas City Times.

MISSOURI'S excellent progress in road building to date has come through the working out of a generally accepted plan of construction. Further progress may be expected only on the same conditions. Just now there is a difference of opinion as to the best methods to be followed in completing the State system, in making needed additions to it and in helping the counties to build required connecting roads. The State Highway Commission itself is divided in its views on this subject. In a statement a few days ago the commission explained it was committed to no one plan and indicated it was ready to enter a discussion of this subject with organizations and individuals interested in good roads development. The commission did not issue a call for a State-wide conference on the matter and indicated it would not care to take this step officially. But its position points to the desirability of such a conference at an early date, so that an agreement may be reached and further road work, especially that undertaken by the counties, may go forward. All parties concerned are united in the realization of immediate and future highway needs of Missouri. There is difference only with respect to the methods of financing construction and to the additional mileage that should be projected. Thorough discussion of the question ought to remove these differences and lead to adoption of a definite program for further road work in the State.

THE HIT-AND-RUN DEVIL.

(From the Memphis Commercial Appeal.)



JUST A MINUTE

(Copyright 1927.)

Why Office Workers Die Early

Sir: I have not seen them mentioned among your citations of "Life's Minor Annoyances." Perhaps it is because they are major vexations. At any rate, they should be recorded. Why they permit me?

One is the portly person of abundant avoirdupois who crowds into the elevator while I am reclining against the rear wall and, by pushing his bulk firmly against me, forces me to assume a position somewhat resembling a final parenthesis in order to maintain equilibrium and dignity. Perhaps you have met him. If so, I can tell you how to obtain relief. I am taller than he and have discovered that by blowing steadily, yet casually, under his collar a sense of discomfort is created which usually prompts him to move. If this fails, I sneeze heartily and finally. This always works.

The other is that dilly-dallying individual who pauses in front of the revolving door and waits until he has made several revolutions before he decides to enter and let those behind him out. For this I can offer no cure. I have suggested to our building manager that the several compartments be decorated with bric-a-brac in varied motifs so as, at least, to lend a semblance of reason to this inaction, but he did not take kindly to the suggestion.

I have a sentimental attraction for revolving doors. I met the girl friend in one and we've been going around together ever since, but unless some remedy is found for this situation, I shall be compelled to write my Congressman and have him pass a law relegating them to that dim limbo where dwell the swiftings, portals of happy memory.

Five-year-old twins, living in Brooklyn, have run away from home 11 times. Unusual precocity, it strikes us.

The United Railways is worth either \$100,000,000, or 30 cents, all depending upon your viewpoint.

We do not know where the flood refugees will go when the waters subside, but guess to Washington will do them no good.

Imaginary Conversations.
Resident of Chicago: I'll trade you; I have an American history. What have you?
Resident of Boston: Well, I have a few modern novels.

The American Medical Association is opposed to the prescription of the prescription.

The Governor of Massachusetts plans to give Sacco and Vanzetti a Fuller measure of justice.

The strap hanger's only demand is "Fall, please."

It begins to look as though everybody but the Liberals is convinced that the war in Nicaragua is over.

The third term, Roy Haynes and Ben Johnson are all in the doubtful column.

In case you are worried about the Atlantic, it was at least 25 years after an airplane flight across the English Channel before channel swimming was taken up in an intensive way.

J. R. R.

Of Making Ma

JOHN G. NEWMAN

The Dream-and-Time Game

AN EXPERIMENT WITH TIME.
By J. W. Dunne. (The Macmillan Co., N. Y.)

HERE is a strictly scientific game in which the whole family (barring the babies) or even the whole neighborhood, may take part at once and with good reason to expect exciting results. In fact, for reasons that will appear, the degree of success in playing is likely to be in proportion to the size of the co-operating group.

This newest form of diversion may be called the Dream-and-Time Game. It was invented, or perhaps it would be better to say discovered, by an English scientist, J. W. Dunne, who designed the Dunne biplane. That Mr. Dunne is a scientist, and a profound one, will be granted freely by almost anyone who may attempt to read and understand the whole argument of his very remarkable and probably very important book here noted. Nevertheless, the gist of the work may be gotten at in a rough way, by the reader of this column, and the game involved may be played by any person interested in the question of achieving a more intimate acquaintance with the future. Furthermore, it is possible that something may be learned about values that we need to be able to know.

This is the manner in which Mr. Dunne discovered the game. Some years ago he happened to note that what seemed to be a direct relation between his dreams of the night and events of the following day. That is, his dreams seemed to be prophetic; not in the large, definite sense of foretelling specific events of importance, but in that they seemed to indicate a whimsical synthesis of the events of the day. Furthermore, but also things already experienced, but also things yet to be experienced.

When Mr. Dunne first noted this curious apparent relation between his dreams and subsequent events, he was persuaded to explain it in the usual lazy way of being more "coincidence," whatever that may mean. But after carefully recording his dreams over a considerable period and comparing the incidents thereof with actual incidents occurring after the dreams in question, he was convinced that coincidence could not possibly be the correct explanation. He began to fear that he might be "abnormal," but after inducing some of his friends to undertake the experiment in a methodical way, he was forced by results to believe that minds of widely differing types—even the most commonsensical types—are capable of the same experience.

Many experiments with many people over a period of years have convinced him that prevision in dreams is normal, and that the fact is directly observable by any individual.

MARION TALLEY

IN SONG RECITAL

Program Consists Largely of
Coloratura Arias and Simple Ballads.

By THOMAS B. SHERMAN.

Miss Marion Talley the Kansas City prima donna who now adorns the roster of the Metropolitan Opera Company, and who needs no introduction to anybody, made her first appearance in St. Louis last night at the Schubert-Rialto. The audience seemed to be composed largely of indulgent first-timers, who were determined not to be disappointed, whatever befell. The evening, therefore, had all the outward evidences of a triumph for the lady. There were encores, there were a shower of bouquets, there were the usual signs of a successful performance.

Nevertheless to anyone able to escape the hypnotic radiations of her stimulated reputation, Miss Talley presents all the qualities of a young woman who has been immaturely and unduly pushed into her career. Although she has been before the public only about a year and a half, Miss Talley has already picked up several "bad habits. She employs a vibrato that verges dangerously near a tremolo, her tone production when her voice is under any unusual dynamic stress seems to be labored and she frequently indulges in that unfortunate portamento approach to a tone known as the "scop."

But despite all this and despite the absence of authority and emotional depth from her style, an evening with Marion Talley is not a total loss even to an unconvinced music-maniac. For Miss Talley's stage presence and her general appearance are charming. The photographs, three, sheet posters and moving pictures have done her a great injustice in this respect, for she has the appearance of a disillusioned baby. In reality, she is fresh, unaffected, clear of complexion, neat of figure and graceful without ostentation. In the absence of these charming attributes the critical faculties are not so active as they might be.

Miss Talley's program was built up principally of arias designed to show her coloratura virtues, and some of rather simple and naive emotion. It was on this latter classification that she excelled, for there the vocal demands were not heavy and her personal qualities could assert themselves most effectively.

Miss Talley sang in French, Italian and English and her diction was excellent.

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Nevertheless, the gist of the book may be gotten at, in a rough way, without any painful musing of the brow, as the game reader can testify, and the game itself may be played by any untrained person who can manage to understand the interest in the question of time. Furthermore, it is possible that something may be learned about values that we need to know.

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When Mr. Dunne first noted this curious apparent relation between his dreams and subsequent events, he was puzzled to explain it in any usual way as being mere coincidence, whatever that may mean. But after carefully recording his dreams over a considerable period and comparing the incidents thereof with actual incidents occurring after the dreams in question, he was convinced that coincidence could not possibly be the correct explanation. He began to hear that it might be "abnormal," but after inducing some of his friends to undertake the experiment in a methodical way, he was forced by results to believe that minds of widely differing types—even the most commonsensical type—are capable of the same experience.

Many experiments with many people over a period of years have convinced him that prevision in dreams is normal, and that the fact is directly observable by any individual who will put the matter to a methodical test.

Many people, we are told, believe that they seldom dream; but such people have only to grasp the thought present in the mind during the first few moments of waking in order to revive the memory of the dream that has just passed. Immediately the experimenter should write down as clearly as possible the outstanding incidents of the dream, and every evening he should compare his record with his experiences of the day. We are assured that if an equal number of days before and after a given dream be considered, it will be found that the dream experience was composed, in nearly equal parts, of past and future incidents.

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PLAN FOR COMBINE OF ALL INDUSTRIES BEATEN AT GENEVA

Opposition of American, Scandinavian and Labor Groups Causes Rejection of Loucheur's Project.

Special Cable to the Post-Dispatch and the New York World. Copyright, 1927, by the Press and Publishing Co., New York World and Post-Dispatch.

GENEVA, May 21.—Louis Loucheur's scheme to form worldwide combines of all industries, and Russian aspirations that the international economic conference recognize co-existence of capitalism and communism, and recommend their collaboration have been rejected.

The industry committee's report dealt quite vaguely with Loucheur's proposal. In the commerce committee the Russians, forecasting defeat, withdrew their amendment to the report, reserving the right to bring it up again before adjournment.

Opposition of the Americans, Scandinavians and labor groups was responsible for the collapse of Loucheur's hopes. Henry Robinson, chief American delegate, announcing his abstention from voting declared the United States is suspicious of trusts in any form, national or international.

The Germans, who are sabotaging the existing metallurgical combine, or cartel, because they are dissatisfied with their share, did not support the French. Great Britain's opposition was not manifested, but is well known. The Scandinavian delegates did the same.

Loucheur proposed to establish an international organization at Geneva to direct and encourage all forms of cartelization. But in the report it was changed to mere recommendation that the League of Nations "should follow closely developments in industrial cooperation, their effects upon technical progress, development of production, labor conditions and the general situation as regards prices."

The committee decided the phenomenon of combines arising from economic necessities did not constitute a matter of which the League should take cognizance. In conclusion of good or evil could be reached.

WORK PAYS \$500 POSTAGE ON UNFRANKABLE MAIL. Congressman Blanton Forces Interior Secretary to Settle for Reports on Hospital.

By the Associated Press. May 21.—On complaint of Representative Blanton (Dem.), Texas, Secretary of the Interior Work has been obliged to reimburse the Postoffice Department out of his own pocket for the mailing, under his frank, of more than 500 reports on an investigation of St. Elizabeth's Hospital here. The Texas claimed the matter was his own pocket.

In closing a check to cover the mailing of the reports, the Secretary told Postmaster-General Hunt that they had been sent out under his frank unintentionally.

Blanton does not like the way things have been run at St. Elizabeth's; Secretary Work has been unable to find anything wrong. The reports, which were made at his widow, Mrs. Blanche H. Niederlander, one son, Dr. R. Niederlander of St. Louis, and five daughters.

Mrs. F. J. Bleakley, Mrs. T. K. Cooper, Mrs. K. V. Moll and Mrs. M. P. Walbridge, of St. Louis, and Mrs. A. C. Hoyt of Newcastle, Pa.

INVENTOR OF KLIEG LIGHTS DIES ON JOURNEY TO EUROPE

Snowstorm in "Old Homestead" and Recent Skyscraper Electrical "Flick" Among Points.

NEW YORK, May 21.—Anton Klieg, developer of the Klieg lights widely used in the motion picture industry, died at Bad Kissingen, Germany, Thursday, according to word received here.

Klieg, 54 years old, was in Europe on business. He was a native of Germany, coming to this country when 18 years old. He soon obtained employment as an electrician and mechanic with a traveling show, and later became associated with a stage lighting company. Among his first achievements was the snowstorm in Denman Thompson's "Old Homestead."

Some time later he joined his brother in organizing the Universal Electric Stage Lighting Co., of which he was president at the time of his death.

One of Klieg's latest electrical devices, a presentation of smoke and flames on the tower of a tall building here, was so realistic several persons turned in fire alarms.

COOLIDGE TO KEEP MIND OPEN ON FLOOD SPECIAL SESSION. November Call Will Depend on Complete Knowledge of Conditions in Southern States.

By the Associated Press. WASHINGTON, May 21.—President Coolidge is keeping an open mind on the suggestion that Congress be called into special session early in November for consideration of flood control legislation.

He thinks, however, it was said yesterday at the White House, that it will be impossible for him to decide whether this should be done until conditions in the Mississippi Valley are fully known.

N. F. NIEDERLANDER, 80, DIES. The funeral of Nicholas F. Niederlander, 80 years old, retired president of the Westinghouse Automatic Coupler Co., will be at 2-20 tomorrow afternoon from the residence, 5315 Waterman avenue, to Valhalla Cemetery. He died last night from infirmities, having been an invalid since he fell on the ice more than three years ago.

Mr. Niederlander came to St. Louis 25 years ago from Wichita, Kan., where he had resided since early manhood. He was born in Buffalo, N. Y. He is survived by his widow, Mrs. Blanche H. Niederlander; one son, Dr. R. Niederlander of St. Louis, and five daughters.

Mrs. F. J. Bleakley, Mrs. T. K. Cooper, Mrs. K. V. Moll and Mrs. M. P. Walbridge, of St. Louis, and Mrs. A. C. Hoyt of Newcastle, Pa.

NEW FLOOD DANGER IN SUGAR BELT. Refugees Leaving Another Louisiana Parish at Prospect of 2,000,000-Acre Inundation.

By the Associated Press. NEW ORLEANS, May 21.—Possibility that the Mississippi River might be changing its course so that in the future the stream would run to the Gulf or Mexico through the Atchafalaya Basin, occupied river engineers here today.

The opinion that this might happen was expressed by Major John Gotwals after a survey of the situation at Melville, George Schoenberger, chief State engineer, and John Klorer, New Orleans levee board engineer, said they believed it impossible.

PROFESSOR DISMISSED FOR LIBERAL IDEAS

Northwestern U. Instructor Says Methodist Directors Curbed Reasoning of Students.

Special to the Post-Dispatch. CHICAGO, May 21.—Religion and liberal thought have come into conflict at Northwestern University, and Prof. Ernest Lauer, for nine years instructor in history, is out of a job.

The university was founded by the Methodists and for many years was sectarian. Liberal ideas came to prevail in the faculty and sectarianism was set aside.

The Board of Directors, however, was not so tolerant. A clash with the directors on religion caused Lauer's dismissal. Admittedly, Prof. Lauer said he had stopped a movement by students to demand his return to the faculty.

"My belief that students should be presented with facts and made to study things out themselves did not please dominant minds among the directors," Lauer said. "There is a type of mind that wants students to retain beliefs in which they grew up, whether reason discredits those beliefs or not. This mind would shape affairs so the student would never hear anything to cause him to question old beliefs."

The Daily Northwestern, a student paper, says: "Free speech is being suppressed in the university."

DIES AT ELECTRIC MACHINE. A coroner's autopsy will be performed today to determine whether Roy Hunter, 26 years old, of 1922A Cherokee street, died last night of natural causes or was electrocuted. He collapsed while operating an electric sand cutting machine at the Liberty Foundry, 5001 South Thirty-eighth street.

A fellow employee saw Hunter slumped over his machine and shut off the electricity. Hunter had a wire in his hand. He was dead when physicians arrived.

No more Bilious days. Today many people avoid biliousness by this simple treatment of the digestive system. It dissolves food, allowing digestive system to function properly. It is a safe, reliable, and effective remedy for biliousness, indigestion, and constipation. It is a safe, reliable, and effective remedy for biliousness, indigestion, and constipation.

CHAMBERLAIN'S TABLETS. "Help You Stay Well." No more Bilious days. Today many people avoid biliousness by this simple treatment of the digestive system. It dissolves food, allowing digestive system to function properly. It is a safe, reliable, and effective remedy for biliousness, indigestion, and constipation. It is a safe, reliable, and effective remedy for biliousness, indigestion, and constipation.

AMUSEMENTS. FOREST PARK HIGHLANDS. THE BIG PLACE ON THE HILL. ST. LOUIS' BEST-KNOWN SUMMER AMUSEMENT PARK. NOW OPEN. With Novelty Devices in All Departments. Try the Furious TILT-A-WHIRL. Great Sport in NEW FOUNTAIN. Wonderful Music and Entertainment in Great Open-Air Dance Pavilion. SPECIAL MUSIC FEATURES IN PABLOA. Spiral Dips—Giant Coaster. Circle Swing—House of Mystery. Ten Acres of Family Pleasure Grounds. Completely Shaded Recreation Spot for 20,000 Visitors. Free Gate on Weekdays 1 P. M. to 7 P. M. Sundays and Holidays, 1 P. M. to 7 P. M.

BASEBALL TODAY. BROWNS vs. BOSTON. GAME STARTS AT 3 O'CLOCK. Box and reserved seat tickets on sale at 409 Olive St. Garfield 7676.

PHOTOPLAY THEATERS. ST. LOUIS. Grand at Delmar. ORPHEUM CIRCUIT VAUDEVILLE and the Best Feature Photographs. 1 P. M. and 8 P. M. CHAS. DE ROCHE. "LES FOLIES ROUGES." A Dance of Speed and Color. "CRADLE SNATCHERS." A Comedy, with LOUISE FAZENDA. Rehearsal of the "Night Bride." JULIUS K. JOHNSON. MATINEE Children, 15c. TODAY... 35c. 15c. Coming Today: ROBERT WARWICK. In person: K. L. LEE and G. L. LEE. Other: Sam and Marie Prevost in "THE NIGHT BRIDE," a farce.

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IN SUGAR BELT

Refugees Leaving Another Louisiana Parish at Prospect of 2,000,000-Acre Inundation.

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The opinion that this might happen was expressed by Major John Gotwals after a survey of the situation at Melville, George Schoenberger, chief State engineer, and John Klorer, New Orleans levee board engineer, said they believed it impossible.

Refugees continued to pour out of Pointe Coupee Parish as a result of a warning issued by John M. Parker, State Relief Director. A crevasse in the levees in Pointe Coupee would inundate about 2,000,000 acres, the last of the sugar section, and effect about 100,000 persons. The danger zone is from 130 to 150 miles above New Orleans, on the west side of the Mississippi.

While the evacuation was under way 2500 men were fighting to save the levee at McCreas, 10 miles below the Point where the Atchafalaya joins Old River. As a result of a warning issued by Secretary of Commerce Hoover to residents of the St. Martinville section, the stream of refugees pouring into Lafayette is growing greater. Roads are clogged with the trucks, automobiles and wagons moving out of the doomed section.

Telephone advices from New Orleans were that refugees from Loreauville and other points in the lower Teche country had started to pour in there. Arnaudville, Henderson and other settlements already were under from three to 10 feet of water. The water, which is coming from the breaks in the Bayou des Glaises levees and the stream of refugees pouring into Lafayette is growing greater. Roads are clogged with the trucks, automobiles and wagons moving out of the doomed section.

Eight thousand refugees have been registered at Lafayette and officials of the camp there said they were coming in at the rate of 400 an hour. Preparations are being made to take care of 15,000 by the end of the week.

New Presbyterian Secretary. NEW YORK, May 21.—The Rev. William D. King, D. D., has been elected secretary of the Presbyterian Home Missions Council. Dr. King will succeed Charles A. Vermilya, who recently resigned. Dr. King was formerly president of Tulane University, Tulsa, Ok. He will enter his office Sept. 1.

Special DECORATION DAY EXCURSIONS. STR. ALABAMA. For Louisiana, Hamilton and Quincy. FARE \$12.00 ROUND TRIP. Including Meals and Berths. Leaves Saturday, May 28th, 3 P. M. Return Sunday, May 29th, 7 A. M. Visit Mark Twain's Home at Hannibal. EXCELLENT MEALS, MUSIC AND DANCING. For Reservations, Phone Main 0046. Foot of Pine Street.

STR. TENNESSEE BELLE. For Cairo, Ill. and Paducah, Ky. FARE \$17.50 ROUND TRIP. Including Meals and Berths. Leaves Saturday, May 28th, 3 P. M. Return Sunday, May 29th, 7 A. M. Visit Mark Twain's Home at Paducah. EXCELLENT MEALS, MUSIC AND DANCING. For Reservations, Phone Main 0046. Foot of Pine Street.

ST. LOUIS AND TENNESSEE RIVER PACKET COMPANY. Your Brakes Are Too Important for Guesswork. Our brake service department offers you the last word in scientific brake service. Our Electric Brake-o-Meter shows the true condition of brakes and brake drums. No guesswork here! And our brake mechanics know their work from A to Z.

Brakes Relined and Repaired While You Wait. Guaranteed Raybestos Lining. Fisher Automotive Service Corp. S. E. Cor. Delmar and Whittier. Lindell 6244.

Combination Merchants. DOLLAR DAY BARGAINS. See the POST-DISPATCH Tuesday, May 24th.

SKOURAS THEATERS. AMBASSADOR SEVENTH FLOORS. What Price Love? DOLORES COSTELLO. A MILLION BID. The Eye of St. Louis is on the GARRICK. "THE SPREADING EVIL." MEHONLY. KINGS THEATER. FLORENCE VIDOR in "AFRAID TO LOVE." SIX ACTS VODVIL.

FUNERAL SERVICES ARE HELD FOR CAPT. CHARLES WELLS, 88

Civil War Veteran Served St. Louis Republic For 50 Years. The funeral of Capt. Charles H. Wells, 88 years old, of 4557 Evans avenue, who died Thursday from infirmities of age, took place today from a funeral chapel at 1416 North Taylor avenue to Bellefontaine cemetery.

Capt. Wells served through the Civil War with the 25th Illinois Infantry. After the war he was employed in the composing room of the St. Louis Republic, retiring in 1914, after 50 years' service.

Surviving him are three sons, William J., who is connected with the Paris edition of the New York Herald; Walter, of Chicago, and H. W. Wells, and four daughters, Mrs. Frank F. Williams, Mrs. Francis Easton, Mrs. William Lockwood and Mrs. Ira Mann of Vernalia, Ore.

PHOTOPLAY THEATERS. LOEW'S STATE. Washington, at 8th. 11 to 11.55. TODAY. Saturday, May 21. NORMA SHEARER. LEW CODY. CARMEL MYERS. In "The DEMI-BRIDE."

STAGE AND OTHER ATTRACTIONS. EMMA TRENTINI. Star of "The Firefly" and "Sally's Matinee." ERIC ZARDO. Eminent concert pianist. ALSO. DON ALBERT conducting the Loew's State Orchestra in Selections from "The Merry Widow," including "Kiss Me Again."

SPECIAL ADDED ATTRACTION. CAPT. NUNGESSER. Mining trans-Atlantic flyer in "THE SKY RAIDER." Keep Cool at Loew's!

AMUSEMENTS. FOREST PARK HIGHLANDS. THE BIG PLACE ON THE HILL. ST. LOUIS' BEST-KNOWN SUMMER AMUSEMENT PARK. NOW OPEN. With Novelty Devices in All Departments. Try the Furious TILT-A-WHIRL. Great Sport in NEW FOUNTAIN. Wonderful Music and Entertainment in Great Open-Air Dance Pavilion. SPECIAL MUSIC FEATURES IN PABLOA. Spiral Dips—Giant Coaster. Circle Swing—House of Mystery. Ten Acres of Family Pleasure Grounds. Completely Shaded Recreation Spot for 20,000 Visitors. Free Gate on Weekdays 1 P. M. to 7 P. M. Sundays and Holidays, 1 P. M. to 7 P. M.

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TODAYS PHOTO PLAY INDEX

ASHLAND. "Yellow Fingers" and "Cowboy and the Countess." BADEN. GILDA GRAY in "CABARET" and "Vanderbilt." BROMER THEATRE. Double Program "Sin Cargo" and "Bells of Broadway."

CHOUTEAU. Ricardo Cortez in "NEW YORK" and "The Nightingale." EMBASSY. Double Program "The Country Boy" and "The Gorilla Hunt." FAIRY. "Blonde or Brunette" and "A Horse on Broadway."

IRMA THEATRE. "The Nightingale" and "The Fighting Man." KING BEE. "The Fighting Man" and "The Fighting Man." KIRKWOOD. "The Fighting Man" and "The Fighting Man." KNICKERBOCKER. "The Fighting Man" and "The Fighting Man."

MCNAIR. Double Program "The Fighting Man" and "The Fighting Man." MACKLIND. Double Program "The Fighting Man" and "The Fighting Man." MOGLER. Double Program "The Fighting Man" and "The Fighting Man."

NEW SHERADIAN. "The Fighting Man" and "The Fighting Man." NEWSTAD. "The Fighting Man" and "The Fighting Man." O'FALLON. "The Fighting Man" and "The Fighting Man." PALM. Double Program "The Fighting Man" and "The Fighting Man."

PAULINE. Double Program "The Fighting Man" and "The Fighting Man." PESTALOZZI. "The Fighting Man" and "The Fighting Man." QUEENS. Double Program "The Fighting Man" and "The Fighting Man." RITZ. "The Fighting Man" and "The Fighting Man."

ROBIN. "The Fighting Man" and "The Fighting Man." UNION. Double Program "The Fighting Man" and "The Fighting Man." WELLSTON. "The Fighting Man" and "The Fighting Man."

ST. LOUIS AMUSEMENT CO.'S THEATERS. ARSENAL. "The Fighting Man" and "The Fighting Man." SHAW. "The Fighting Man" and "The Fighting Man." SHERADIAN. "The Fighting Man" and "The Fighting Man."

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AMERICAN TOURISTS WARNED OF TYPHOID IN MONTREAL

By the Associated Press.
WASHINGTON, May 21.—American tourists contemplating a visit to Montreal were advised today by a group of State health officers meeting here not to include that city in their itinerary unless absolutely necessary, and in the event they go there, to be inoculated against typhoid fever beforehand.

By the Associated Press.
MONTREAL, Que., May 21.—A typhoid fever epidemic, which has affected more than 2000 persons in this city since March 4, but which has been on the wane for the last few weeks, has undergone a resurgence in the past few days, health authorities said tonight, while no figures were available, increasing numbers of new cases were being reported.

The epidemic has taxed hospital facilities to the utmost, causing the opening of several emergency wards. The business of two dairy companies, of which a majority of the sufferers were found to have been customers, has been suspended.

March on tips supplied by Moore, and had nearly broken even, but when the "tips" panned out poorly in August, a coolness developed between them, and now the erstwhile friends are merely plaintiff and defendant to each other.

Eighty-Three Bets In Year.
Altogether, Hornsby laid bets on 83 days last year, beginning on Jan. 1 and stopping March 11, a few weeks before the baseball season opened, then resuming on Aug. 2, in the heat of the pennant race, and ceasing finally on Aug. 31.

Total of Wages \$222,295.
He wagered a grand total of \$222,295, and had winnings of \$37,440 and losses of \$69,021. He won on 31 of his 83 betting days. On only four occasions did he more than double his money, while on many days he lost all he put up. His greatest single loss was \$63,000, on March 6; his greatest single winning, \$4,625, on Feb. 13.

Moore's claim against Hornsby is based on money which says he advanced to Hornsby to cover his betting losses and for other purposes. Hornsby in his reply, says all but one of the transactions alleged by Moore were in the nature of gambling and are therefore inadmissible at law. The remaining transaction, involving a \$7000 loan, was not gambling, but the loan has been repaid, Hornsby says.

Popular Comics News Photographs

SATURDAY, MAY 21, 1927.

ST. LOUIS POST-DISPATCH DAILY MAGAZINE

Home Reading and Women's Features

SATURDAY, MAY 21, 1927. PAGE 13

ANOTHER ST. LOUIS LANDMARK GOING



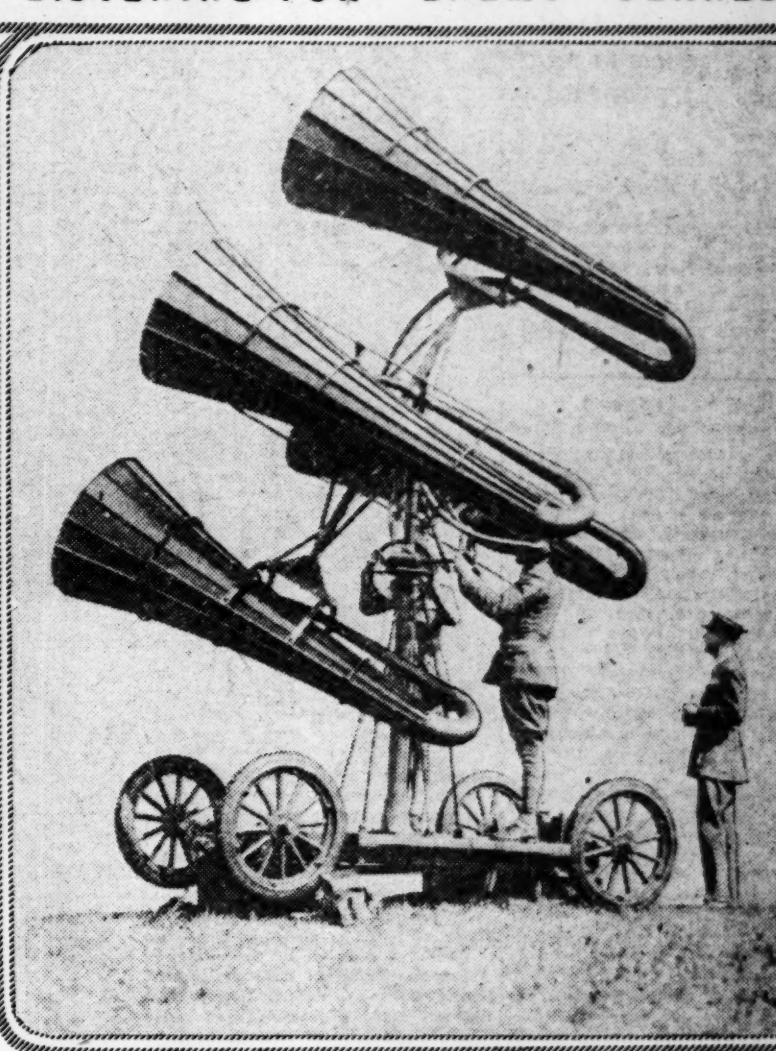
Demolishing Schuyler Memorial, adjoining Christ Church Cathedral, Locust near Thirteenth street.
—By Post-Dispatch staff photographer.

ALL THAT WAS LEFT OF MANIAC FARMER'S AUTO



It was in this car that Andrew Kehoe perished, through explosion of dynamite, after he had first set off a terrific blast which wrecked school building in Bath, Mich., causing deaths of nearly 50 children and adults, and injuring as many more.
—P. A. photo

LISTENING FOR "ENEMY" PLANES



Huge microphones, with tilting horns, used by the Army in recent maneuvers on the New England coast during theoretical attack by sea.
—International photo.

WRECKED HOME OF MICHIGAN MADMAN



An hour before he dynamited the school in Bath, Mich., Andrew Kehoe destroyed his own home.
—International photo.

WHY MORE CHILDREN WERE NOT KILLED IN SCHOOLHOUSE EXPLOSION

Collecting unexploded dynamite in basement of building which was blown up by maniac farmer, Andrew Kehoe.
—P. A. photo.

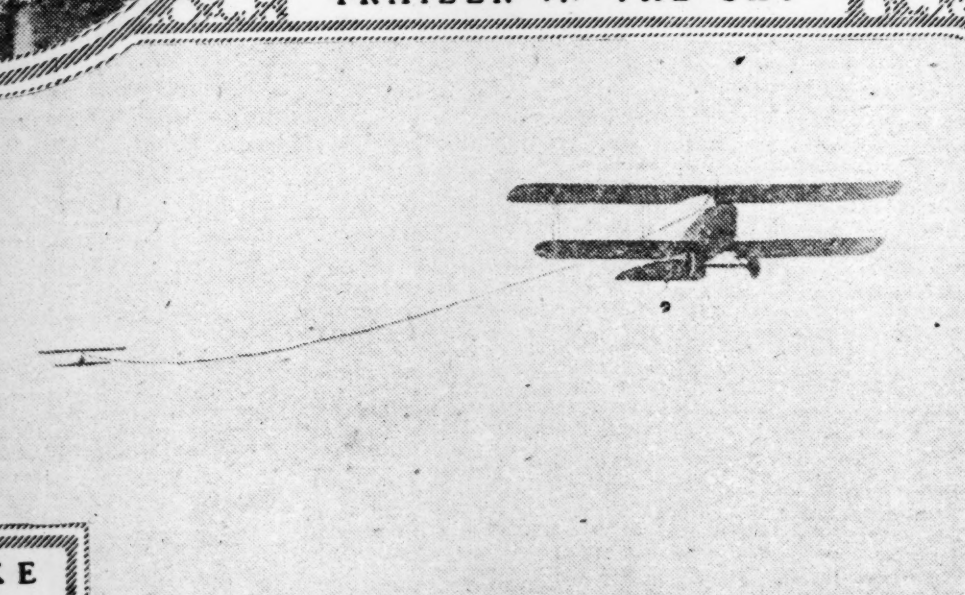
AFTER NON STOP RECORD

Flight Lieutenant Charles M. Carr, British aviator, who is preparing to make a new record by starting from London and going as far towards India as he can with seven-ton plane.
—Wide World photo.

A ROBIN TAKES A LONG CHANCE

Mother bird built her nest in a mop on the back porch of a home in Cicero, Ill., and so far everything has been lovely.
—P. A. photo.

AIRPLANE HAULS TRAILER IN THE SKY

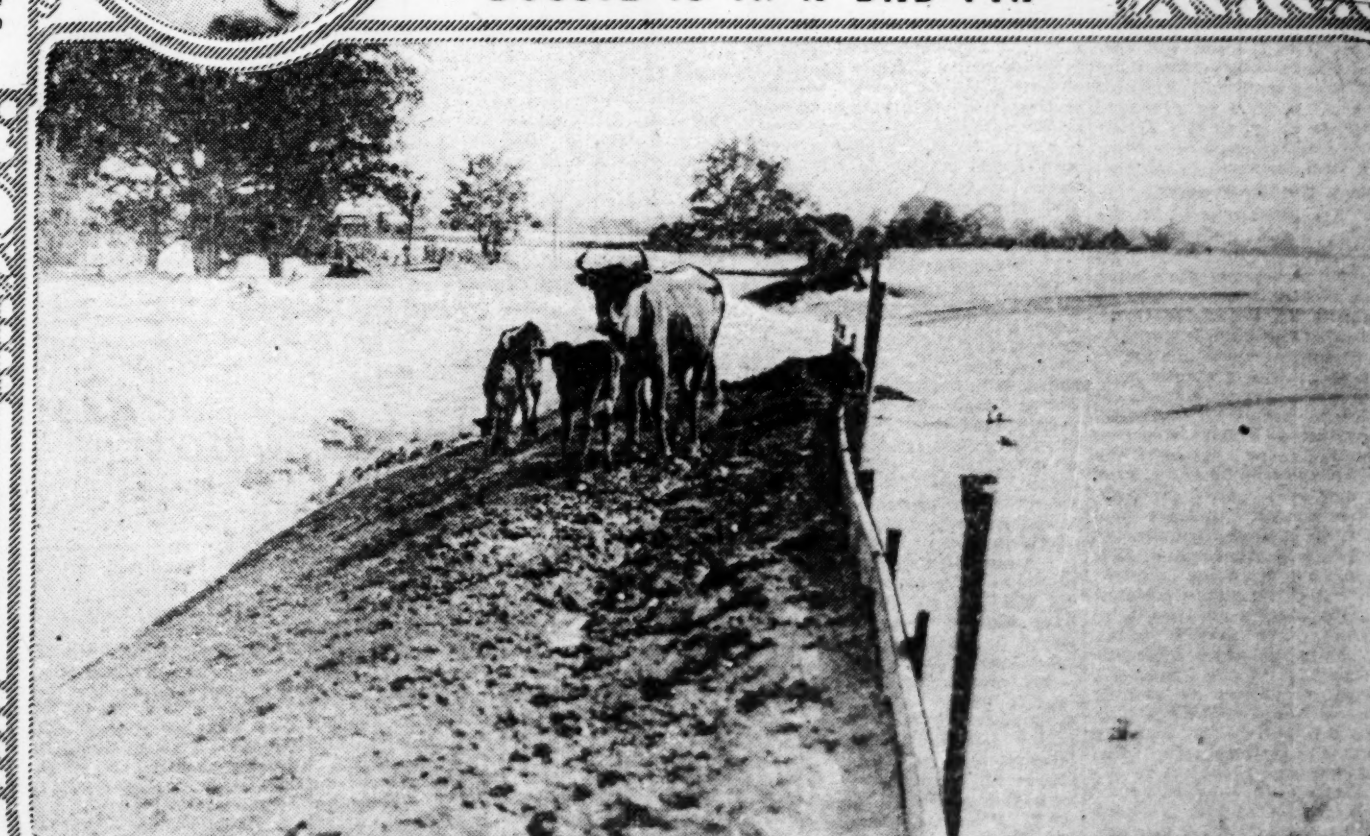


German pilots have discovered a new sport—going aloft and dragging a glider behind. This glider had no passenger.
—Underwood & Underwood

MARION TALLEY VISITS THE CHORUS

Photograph of youngest soprano of Metropolitan Opera taken when she went to see members of the St. Louis Municipal Opera company at rehearsal for their first performance.
—By Post-Dispatch staff photographer.

BOSSIE IS IN A BAD FIX



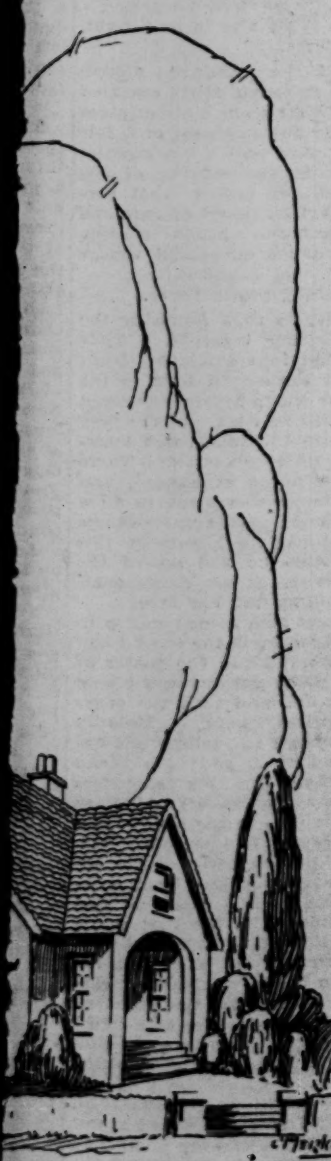
Break in the levee near Bordelonville, La., leaves some of the livestock stranded—temporarily, it is to be hoped.
—Wide World photo.



JAP GIRLS TAKE TO BASEBALL

Here is the captain of a feminine team in Tokio.

LES
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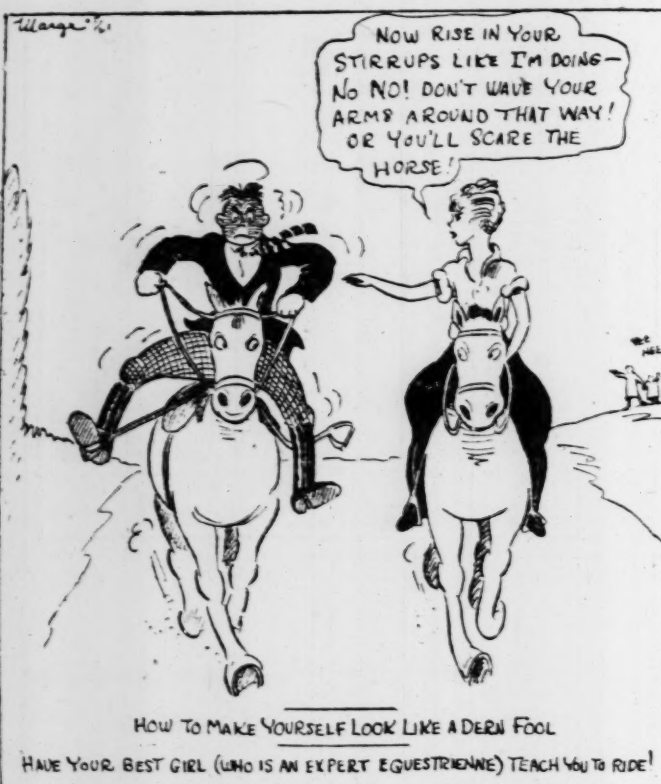


Oh, Man—By Briggs

A Full Page Comic in Colors, by Briggs.
Appears Every Sunday in the Post-Dispatch



Steaming Youth—By Marjorie Henderson



Cartoon Follies of 1927—By Rube Goldberg



Bringing Up Father—By George McManus

This Comic Appears as a Full Page in One of the
TWO Comic Sections of the Sunday Post-Dispatch



Krazy Kat—By Herriman



Can You Beat It?—By Maurice Ketten



The Commuter—By Fontaine Fox

A Fox Comic Appears Every Sunday in One of the TWO Comic Sections of the Post-Dispatch



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HELPS, SERVICE.....PART

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CAPT. LINDBERGH
BEATS HIS
EXCITED CROWDS

PARIS REJOICES
IN SAFE ARRIVAL
OF THE AMERICAN

Crowds Line Roads to Le
Bourget Field Where He
Landed—Waiting for
News of Him.

U. S. FLAGS SOLD
AMONG WATCHERS

Whole-Hearted Welcome
Undimmed by the Sorrow
Felt for Nungesser and
Coli.

PARIS, May 21.—All Paris rejoiced tonight in Capt. Lindbergh's safe arrival. When he had landed, automobiles began trickling into the city from Le Bourget, groups along the road called out: "Lindbergh, has he come?" Those in the automobiles waved and shouted back: "The American has come." Many wanted the exact time, details for they had apparently waited on the roadside for hours. "Magnificent! Stupendous!" was the cry in Paris when the news was flashed that Lindbergh had arrived here, and the bursts on the boulevards were no less hearty than those of the actual witnesses of the landing. Crowds eager for the latest reports posted each other all evening in front of the morning and sporting dailies' bulletin boards, while every cafe which had a news agency ticker tape was jammed to capacity. Le Bourget, which is four miles north of Paris, was surrounded by automobiles, and the want police traffic force soon lost control. The cars got entangled in a hopeless mass, getting stuck in roads under reconstruction and often losing their way. It was nearly daylight before the last of them could get out.

The appearance of the American flag from the administration building at Le Bourget, field for the first time in years gave the cue to energetic barker, who brought out little American flags on pins and masses of red, white and blue ribbons. Lindbergh came down almost at the spot where Capt. Charles Nungesser and Maj. Francis Coli took off two weeks ago. The fate of the two French flyers was a full minds during the hours of tension, and the people, enthusiastic as they were and generous in their praise of the man from the West, could not forget their countrymen. They spoke sadly amongst themselves of "poor Nungesser, poor Coli, poor boys." Never has an aviator of any nation, even King or ruler, had a greater or more glorious welcome from the hearts of the common people of France. The recklessness of his endeavor appealed to the quick emotional imagination of Frenchmen, and they responded with everything their own hearts could give. All kind of nation were forgotten, they saw in Lindbergh only a man who had brilliantly gambled with death, and won. There was regret of course, for Nungesser and Coli, and regret, too, that the first. But there was no bitterness in their greeting of the American winner.

Movies in New York Halt Shows to Announce St. Louis Success. NEW YORK, May 21.—News of Capt. Lindbergh's arrival caused scenes here reminiscent of the tribune of New York paid to the news of the signing of the armistice. In motion picture theaters, performances were stopped while the patrons cheered noisily and thumped strangers on the back. Perfix, fire-boats, tug and sailing vessels added the toots, shrieks and screeches of their whistles to those of factories, locomotives and automobiles. Reformed workers in down town New York, which is deserted on Saturday afternoon, idle as much as possible.